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With the Medical Officer of Health's Compliments.

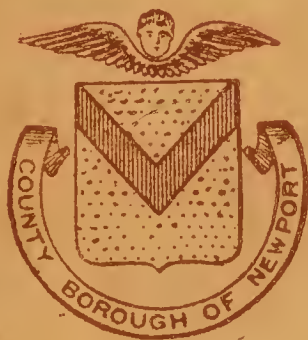
Newport Port Sanitary Authority.

Annual Report

FOR THE YEAR 1923-24.

BY

THE MEDICAL OFFICER OF HEALTH,
J. HOWARD JONES, M.D., D.Sc., C.M.



NEWPORT, Mon. :

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78 Canal Parade & Merchant Street.

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1925.

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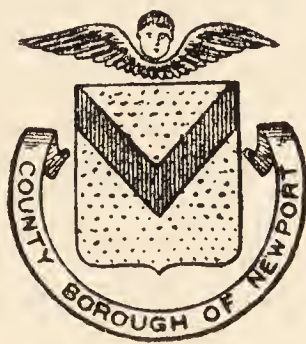
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COUNTY BOROUGH OF NEWPORT.



Health and Port Sanitary Committee, 1923-24.

Chairman—

ALDERMAN COL. W. CLIFFORD PHILLIPS.

Deputy Chairman—

COUNCILLOR E. DAVIES.

HIS WORSHIP THE MAYOR.	COUNCILLOR W. H. B. WILLIAMS.
ALDERMAN J. MCGINN.	„ MAJ. VINCENT.
„ J. LLOYD DAVIES.	„ J. S. JOHNSON.
COUNCILLOR T. G. LEWIS.	„ T. CROWTHER.
„ W. A. LINTON.	„ H. UZZELL.
„ W. E. EVANS	„ G. BOOTS.
(died 26th April, 1924)	„ P. THOMAS.
„ A. T. W. JAMES.	„ W. J. WALL.
„ F. QUICK.	„ W. CASEY.

Clerk to Port Sanitary Authority—

O. TREHARNE MORGAN.

Medical Officer of Health—

J. HOWARD JONES, M.D., D.SC., C.M.

Port Sanitary Inspector—

W. JENKINS, Cert. Royal Sanitary Institute.

Assistant Inspector—

CHARLES WEAVER (died 6th Nov. 1924).

J. H. GLASS (appointed 20th Nov. 1924).

Rat Catcher—

C. POWELL.

Caretaker of Port Sanitary Hospital at Cefn—

A. E. WALKER.

Newport Port Sanitary Authority.



HEALTH DEPARTMENT,

TOWN HALL, NEWPORT,

Sept., 1925.

TO THE CHAIRMAN AND MEMBERS OF THE NEWPORT PORT SANITARY
COMMITTEE.

GENTLEMEN,

I beg to submit my Report for the year 1924. It is made in accordance with the Regulations of the Ministry of Health which are prescribed within the duties of the Medical Officer of Health.

The Port was permanently constituted a Port Sanitary District by the Local Government Board, May 9th, 1883.

I.—Constitution of Port Sanitary Authority:—

“ The Port Sanitary Authority is the Mayor, Aldermen, and Burgesses of the Borough of Newport, acting by the Council. It discharges Port functions in waters abutting upon the Magor and St. Mellons Rural Sanitary Districts in addition to the Newport Urban Sanitary District.”

II.—Limits of Jurisdiction:—

“ The whole of the Port of Newport (Order May 9th, 1883). By the Treasury Warrant, dated December 20th, 1847, the limits of the Port of Newport are defined as commencing at Redwick Pill, in the County of Monmouth, being the Western extremity of the Port of Chepstow, and continues along the coast of the said County to the River Rumney, and Seaward to the middle of the Severn.”

III.—Riparian Districts included (wholly or in part) in the Port Sanitary District:—

County Borough of Newport.

Magor Council District. Parishes—Nash, Goldcliffe & Redwick.

St. Mellons Council District. Parishes—St. Brides, Peterstone, Rumney.

IV.—Apportionment of Expenses:—

The Urban Sanitary Authority contributes according to the rateable value of its district, and the Rural Sanitary Authorities contribute according to the rateable value of their riparian parishes.

The proportions contributed by the various Riparian Authorities towards expenses incurred by the Port Sanitary Authority are as follows:—

	1923	1924
County Borough of Newport	92.78	92.77 per cent.
Magor Rural District Council	2.17	2.17 per cent.
St. Mellons District Council	5.04	5.06 per cent.

PORT OF NEWPORT.

The Newport Development Association have kindly supplied me with the following particulars with reference to the special facilities provided at the Port for trading purposes:—

NEWPORT Alexandra Dock has the largest single sheet of deep dock water in the world, which is 125 acres.

NEWPORT has the largest Dock Entrance in the world, which is 1000ft. long by 100 ft. wide.

NEWPORT has coal hoists which can lift large capacity wagons—20 tons—70 feet from quay level, which are the highest hoist lifts in the United Kingdom.

NEWPORT is noted for low f.o.b. and c.i.f. charges.

NEWPORT has regular lines of steamers to and from practically all parts of the world.

NEWPORT gives the most rapid despatch of loading and unloading of steamers of any port in the United Kingdom.

NEWPORT is the best distributing port for Monmouthshire, East Glamorganshire, Herefordshire, Gloucestershire, Worcestershire, Birmingham, and South Midlands.

NEWPORT is the nearest South Wales Port to the Midlands.

NEWPORT gives direct transit to and from alongside steamers, as the steamship berths are rail connected. This not only reduces handling to a minimum, but also keeps down the charges.

NEWPORT has eight modern dry docks.

NEWPORT is the third largest coal exporting port in the United Kingdom.

NEWPORT Docks are well equipped with modern up-to-date machinery and deal with all classes of exports and imports.

NEWPORT has excellent Cold Storage accommodation, privately owned.

NEWPORT is the Ocean Gateway of the most important coal field in the world.

NEWPORT'S River Usk is a broad, deep and easily navigable river. The tidal rise is one of the highest in the world, being on an average 38 feet. The uniform breadth of the River, to the centre of the Town (4 miles from the mouth) is about 1,000 feet. There are miles of River-side Wharves.

TRADE OF THE PORT.

Exports.—Coal, Coke and Patent Fuel, Steel Rails, Sleepers, Chairs and Tie-rods, Locomotives and Railway Carriages, Corrugated and Black Sheets, Tin and Blockplates, Machinery and Structural Ironwork, Copper Bars, and Dry Goods in cases.

Foreign Imports.—Machinery, Steel and Iron Bars and Billets, Pig-iron, Glass and China Ware, Toys and Matches, Iron Ore, Manganese Ore, Phosphate and Cement, Wool, Wine and Spirits, Potatoes and Onions, Grain, General Merchandise.

Most of the ports which trade with Newport will be found in Tables II. to IV.

TABLE I.

Showing trade of Port for decennial periods extending over 53 years. Figures kindly supplied to me by the Secretary of the Newport Chamber of Commerce and H.M. Customs.

FOREIGN.				COASTWISE.			
Year	Tons Entered	Tons Cleared		Year	Tons Entered	Tons Cleared	
1871 ...	156,441	...	412,043	1876 ...	287,816	...	483,476
1881 ...	635,777	...	892,169	1886 ...	258,285	...	742,818
1891 ...	736,145	...	1,101,318	1896 ...	1,384,049	...	797,223
1901 ...	971,953	...	1,517,118	1901 ...	1,195,797	...	660,380
1911 ...	1,739,898	...	2,349,408	1911 ...	1,363,600	...	822,315
1912 ...	1,942,748	...	2,385,688	1912 ...	1,280,220	...	853,611
1913 ...	2,137,420	...	2,672,080	1913 ...	1,491,674	...	998,963
1914 ...	1,900,005	...	2,370,599	1914 ...	1,353,130	...	887,931
1915 ...	1,795,095	...	2,144,557	1915 ...	1,300,092	...	694,758
1916 ...	2,095,388	...	1,886,417	1916 ...	929,383	...	601,248
1917 ...	1,070,530	...	1,082,234	1917 ...	883,927	...	442,009
1918 ...	1,413,647	...	1,019,189	1918 ...	1,017,797	...	398,713
1919 ...	1,536,007	...	2,257,557	1919 ...	1,219,299	...	587,003
1920 ...	1,404,984	...	2,195,001	1920 ...	1,549,863	...	967,098
1921 ...	1,126,194	...	1,506,358	1921 ...	862,467	...	521,089
1922 ...	2,130,653	...	2,736,713	1922 ...	1,363,933	...	840,306
1923 ...	2,735,205	...	3,562,570	1923 ...	1,152,277	...	735,948
1924 ...	2,193,808	...	2,956,939	1924 ...	1,297,608	...	770,929

The total number of vessels that entered the Port during 1923 and 1924 were (the heavy figures are for 1924) **5,759**, 6,888 ; Coastwise, **5,759**, 3,215 (Steam, **2,980**, 2,818 ; Sailing, **391**, 351 ; Fishing, **Nil**, 46). Foreign, **2,388** 3,673 (Steam, **2,336**, 3,634 ; Sailing, **52**, 39). Their tonnage amounted to 3,491,416, compared with 3,887,482 during 1923.

The following figures shew the total volume of the trade of Newport from 1898 to 1916 inclusive. From 1922 they refer to the trade of the G.W.R. Docks and Jetties only. The latter figures were kindly supplied by the Superintendent of the Docks.

Year	Imports in Tons (Coastwise & Foreign).		Exports in Tons (including Bunkers).		Total
†1898 ...	723,878	...	2,681,125	...	3,585,003
1889 ...	1,211,864	...	4,663,953	...	5,875,817
1900 ...	1,020,942	...	4,273,656	...	5,294,598
1901 ...	870,868	...	4,124,585	...	4,995,453
1902 ...	998,221	...	4,361,206	...	5,359,427
1903 ...	1,165,169	...	4,756,844	...	5,922,013
1904 ...	1,263,243	...	5,067,384	...	6,330,627
1905 ...	1,361,621	...	4,865,484	...	6,227,105
1906 ...	1,425,220	...	5,452,648	...	6,877,868
1907 ...	1,396,191	...	5,620,756	...	7,016,947
1908 ...	1,527,940	...	5,834,878	...	7,362,818
1909 ...	1,290,878	...	5,740,878	...	7,031,756
1910 ...	1,372,580	...	5,725,612	...	7,098,192
1911 ...	1,326,429	...	6,105,869	...	7,432,298
†1912 ...	1,526,198	...	5,248,219	...	6,774,417
1913 ...	1,867,752	...	5,862,140	...	7,729,892
1914 ...	1,210,985	...	5,180,128	...	6,391,113
1915 ...	1,049,764	...	4,877,390	...	5,927,154
1916 ...	917,746	...	4,810,743	...	5,728,489
1922 ...	467,962	...	6,426,371	...	6,894,333
1923 ...	874,417	...	7,083,719	...	7,958,136
1924 ...	1,025,099	...	5,932,602	...	6,957,701

(†Years of strikes in coal trade).

In the absence of figures showing the total volume of trade the following “value” figures relating to Foreign Trade only—kindly supplied by H.M. Customs—are of interest:—

	Imports £		General Exports Excluding Coal £		Coal Exports in Tons		Coal Bunkers in Tons
1917 ...	2,568,162	...	3,353,520	...	3,346,211	...	544,755
1918 ...	6,080,010	...	2,343,916	...	3,124,257	...	432,583
1919 ...	2,444,331	...	3,214,480	...	3,654,802	...	609,726
1920 ...	4,348,041	...	5,269,457	...	2,678,650	...	560,834
1921 ...	2,889,297	...	3,155,229	...	1,981,487	...	437,145
1922 ...	2,027,030	...	4,564,483	...	4,777,057	...	812,034

GENERAL INSPECTION.

Inspector Jenkins and Assistant Inspectors Weaver and Glass made 2428 (2675) routine inspections of vessels during 1923 and 1924; in addition 431 (541) re-visits were made to see that notices had been complied with, to vessels with sickness on board, and to those arriving indirectly from ports infected with cholera, yellow fever, plague, or small pox.

1362 (1672) of the vessels which entered from foreign ports were inspected, of these 305 or 22.4 % (289 or 17.2%) were found to have sanitary defects on board (sailing vessels, 20.0 (9.0)% and steamships, 22.4 (17.3) %.

1066 (1003) of the "coastwise vessels" were inspected, 102 (62) of these or 9.5 (6.2) % were insanitary in some respects (sailing ships, .9 (1.5) % steamships, 10.5 (6.8) %.

The average percentage found insanitary, according to the present standard of the Board of Trade, was 16.76 (13.1) %, compared with 12.7 % in 1922, 11 in 1921, 10.7 in 1920, 13.97 in 1919, and 16.1 during the 10 years immediately preceding the War.

Arranged according to Nationality, the percentage found to be insanitary were as follows:—

Vessels Inspected		Nationality	Percentage Insanitary	
1923	1924		1923	1924
1	3	American	Nil	Nil
44	24	Swedish	9.0	8.33
57	57	Danish	7.0	10.52
60	81	Belgian	15.0	11.11
1471	1506	British	10.8	12.74
43	31	German	11.4	13.00
46	27	Dutch	13.0	15.00
206	284	French	13.9	17.60
166	146	Norwegian	13.8	20.54
7	5	Portuguese	42.8	20.00
20	10	Japanese	Nil	30.00
114	39	Italian	15.7	33.33
2	3	Hungarian	Nil	33.33
Nil	5	Latvian	Nil	40.00
131	142	Spanish	33.5	42.25
3	2	Peruvian	66.6	50.00
Nil	2	Russian	Nil	50.00
Nil	4	Jugo Slav	Nil	50.00
55	52	Greek	30.9	50.00

One vessel from each of the following Nationalities was inspected and found to be free from defects:—Dantzic, Esthonian, Finnish.

HYGIENE OF CREWS' SPACES.

The Board of Trade Instructions to Surveyors as to survey of Masters' and Crew's Spaces were revised in 1923, but they do not differ materially from those issued in 1913. Whereas some of the Regulations in force in foreign countries lay down definite instructions as to the housing of the seamen in better quarters than previously obtained, many of the British Regulations merely suggest such improvements, consequently some builders can and do ignore them.

According to Section 11, Cabins appropriated to Officers should be as far removed as is reasonably possible from pantries or other noisy working places.

Section 15 states that Officers' and Engineers' quarters should, wherever possible, be so placed that they are entered from a passage way, rather than from the open deck. Yet several new vessels have been at Newport with the entrances to Officers' cabins so exposed to weather conditions that they cannot be kept dry under certain weather conditions.

Section 15 also states that Surveyors should take every opportunity of pointing out to builders and owners that compliance with the Regulations and these instructions can, as a rule, be more readily effected, and better maintained subsequently, under the conditions which prevail at sea, when the men are berthed above deck in houses or poops, rather than in forecastles. Yet on a ship recently built for local owners, the seamen and firemen were housed in a narrow confined forecastle in which two of the berths or cots were placed in the narrow triangular space at the forward end of the forecastle, consequently there was hardly room for the men to move about in their quarters, and those berths had to be unshipped to allow of access to the forepeak through the hatchway in the floor for the lowering of ship's gear stores into the fore peak.

The above vessel contained many other flagrant defects, which rendered her living quarters very unsatisfactory; but she had satisfied the Board of Trade owing to the fact that the Board only suggest certain things which should be "strict requirements."

LIGHTING OF CREWS' SPACES.

Paragraph 16 of the Board of Trade Instructions to Surveyors, 1913, stated that "every place appropriated to the use of the crew

must be properly lighted." To ensure this it was laid down that "under the ordinary conditions of a vessel's employment, it will generally be necessary to have so much provision for **natural** light when the ship is new and the paint clean, that if one third of it be closed it will be possible to read the print of an ordinary newspaper in any part of the space. This standard is to be regarded as a minimum and should be strictly observed when surveying the crew spaces of all new vessels. Surveyors should see that bunks and other fittings are so arranged as not to obscure the light."

The 1923 Regulations omit any reference to the newspaper test after reducing the natural light by one third and the use of electric light instead of daylight is permissible under certain conditions. In such places portholes are also absent, thus both the lighting and ventilation of cabins are affected. This is a retrograde step in view of the fact that it is generally recognised that daylight is one of nature's most potent disinfectants and that it is a valuable aid to healthy living conditions.

Generally speaking the lighting is far below the Board of Trade Standard, and the conditions are rendered frequently worse by the placing of the bunks against the ship's sides, so that much of the light from the portholes is cut off by the bunks.

In view of the fact that Tuberculosis is so very prevalent among seamen, especially among Lascars, a better standard of lighting is very necessary.

The 1923 Regulations also state that bathrooms, wash places, drying rooms, overall and oilskin lockers should be suitably ventilated, and that the minimum height of the men's quarters in new ships must be 6 feet instead of 5 feet 6 inches.

Section 25 provides that in new ships single seat waterclosets, properly partitioned off from each other, are to be provided, and that the pans are to be of enamelled iron or heavy glazed stoneware of the hopper type, with hard wood rims or seat pads, and each one is to be provided with a water seal and flushing arrangements. Previous Regulations allowed the use of trough closets containing accommodation for several men in the same compartment—a primitive and disgusting arrangement—which has long been condemned by all modern sanitarians. Those of us who have for many years drawn attention to this matter are thankful to the Board of Trade for putting an end to this defect in the sanitary arrangements for seamen and firemen.

BATHROOMS. Section 26 states that in new foreign going ships suitable rooms fitted with baths and/or showers and washing places for the men should be provided. This is not compulsory, for recently a new foreign going ship visited Newport, and no such accommodation was provided on the vessel for the use of the men.

PAINTING OF CREW'S SPACES.

The old practice of whitewashing the walls of crews' spaces is rapidly dying out, and the marked advantages of white paint or enamel over dark paints or distemper are also more generally realised, consequently crew's spaces which were miserably dark owing to the absorption of the meagre light available have been rendered healthier and certainly more cheerful in appearance.

So called washable distemper is, however, used on some ships, but it compares very unfavourably with white paint or enamel for crew's spaces, as it absorbs more light, frequently peels off and thus gets on to the food in lockers, etc. Again, ordinary distemper cannot be washed without removal of the paint, and therefore it requires renewing frequently, and this disturbs the crew much more than the washing of oil paint or enamel does, whilst the dry cleaning of distemper produces dust. When the labour involved in the frequent renewal of distemper is taken into account it must also be more expensive than white paint or enamel.

Your Inspectors take every opportunity of advocating the use of white paint or enamel for the coloring of crew spaces, and many ship surveyors and masters who formerly used dark paint or distemper have acknowledged the advantages of white paint or enamel after a trial.

As the makers of a certain Distemper or Water Paint claimed that it possessed antiseptic or disinfectant properties, experiments were made to test its efficiency in that direction.

- (i.) A nasal swab from a patient was added to a specimen of the paint mixed with the correct proportion of water and then inoculated on to blood serum. In 12 hours there was an abundant growth of organisms (*staphylococcus aureus*).
- (ii.) A growth of the Diphtheria Bacillus was mixed with some paint and after three hours a subculture was prepared and in 12 hours a free growth of Diphtheria organisms was obtained.

- (iii.) A tube of blood serum culture medium was covered with a layer of the paint and inoculated with germs (staphylococci). In 12 hours an abundant growth of the organisms was obtained.

As disease organisms will grow freely in so called distemper paint, it is useless to rely upon such preparations as a disinfecting agency for crew spaces.

In previous reports reference has frequently been made to the lack of "common sense" in the designing of crew spaces. To illustrate this a new vessel, the s/s K may be referred to.

The lighting in the men's quarter in the poop was seriously affected by the placing of 4 berths in both the firemen's and sailors' quarters against the ship's side, in consequence of which the lower bunks and most of the lower parts of the quarters were very dark.

The quarters were cramped owing to the fact that the passage way between the firemen's and sailors' quarters leading to the stores was unnecessarily wide. There was sufficient space available in the poop to provide excellent two berth cabins, a mess room and bathroom or washhouse. Owing to the lack of bathroom or washhouse, the washing in wet weather would have to be done outside or in the combined living, feeding and sleeping rooms, or in a foul W.C.

The portholes which provided light for the cabins of the petty officers were both placed against the large ventilators for No. 4 hold, consequently their living quarters were unnecessarily dark, and the tipping washhand basins in the cabins were placed in narrow recesses behind the doors, which rendered them practically useless.

CHOLERA, YELLOW FEVER, PLAGUE AND SMALL POX REGULATIONS.

Vessels from Ports infected with Cholera, Yellow Fever and Plague used to be detained by the Pilot in charge at the "Spit," which is the official Mooring Station for Newport under the Regulations. The "Spit" is about 8 miles down channel from Newport. Great difficulty has been experienced at times in boarding vessels at anchor there during rough weather, and serious damage to the tug has occurred on more than one occasion, due to its colliding with the moored vessel when your Medical Officer was boarding or leaving the

vessel. The cost of inspecting a vessel at the "Spit" at the present time would amount to over £10, even if the period of engagement of the tug did not exceed one tide.

Since the War, the vessels from infected Ports have been classified locally into:—

- (1) Those with no sickness on board.—These have been allowed to enter the port, and notification of their arrival has been received by your Medical Officer of Health by 'phone from the Pier Head, day and night, immediately they have been hailed or boarded by the Preventive Officer of the Customs on duty. They are inspected after arrival in the dock, or at the wharves or dry docks.
- (2) Those with sickness on board.—The Pilot's instructions are that such vessels must be moored at the "Spit" until inspected by the Medical Officer of Health. In order to carry this out a tug has to be found by the Pilot, and despatched to Newport for the Medical Officer of Health. Should any cases or suspected cases of Plague, Yellow Fever, or Cholera, be discovered on board, they would have to be landed at the Flat Holm, and taken to the Isolation Hospital there, in accordance with the agreement which we have had for many years with the Corporation of Cardiff for the use of that Hospital for Newport cases.

The infected vessel would have to be admitted into Newport Docks ultimately, to discharge her cargo, or for loading bunkers or cargo. The cost of disinfecting vessels at the "Spit" is necessarily much greater than at the Docks.

In 1921 your Medical Officer of Health recommended the Port Sanitary Authority to apply to the Ministry for authority to remove the Mooring Station for "infected or suspected vessels" from the "Spit" to the Barry Roads, as it would be more economical and expeditious an arrangement, particularly as the Newport Pilot Launch frequents those waters, and messages could be forwarded per Lloyd's Signal Station, or Wireless, to your Medical Officer of Health, and a launch for boarding the vessel is available at Barry Docks at a small cost compared with the hiring of a tug.

On January 17th, 1922, the Town Council passed the following resolution:—

“ That Barry Roads be substituted for the “ Spit ” as the mooring place for any boat or ship arriving, with sickness on board, from a place infected with plague, yellow fever, cholera, or small pox, and proceeding to the port of Newport, in respect of which any ship or boat is now required to stop at the “ Spit ” until visited by the Medical Officer of Health of the Newport Port Sanitary Authority.”

The matter was referred to the Ministry of Health, but sanction has not yet been obtained, mainly, I understand, owing to the fact that the proposed mooring station is outside the limits of the Newport Customs Area. In order to overcome that difficulty, special powers would have to be obtained by the Minister of Health to make the change effective.

The Authorities were seriously concerned during the period when the marine trade routes were opened up after the War about the danger of the importation of infectious diseases into this country; but fortunately we have been remarkably free from any outbreaks of ship borne infectious diseases with the exception of Influenza: and the time has arrived in my opinion for a revision of the arrangements for the detention of vessels in the open channel, owing to the great difficulties in dealing successfully and economically with the vessels at the official mooring stations in the Bristol Channel.

DISEASES INCIDENT AMONG SEAMEN.

Some years ago I drew attention to this subject. Two sets of mortality tables are published periodically: one by the Board of Trade, and another decennially by the Registrar-General.

Both of them are incomplete—the Deaths of some seamen are included in the Board of Trade Returns and others in that of the Registrar-General; again others are included in both, whilst the classifications of deaths are different in both returns.

The Board of Trade tables relate to the deaths of seamen, obtained from depositions and formal inquiries in respect to wrecks and casualties, inquiries by Superintendents of Mercantile Marine Offices, Consuls and Colonial Officers, entries in log books, etc.

The deaths only refer to **bona-fide** seamen who died at sea and those who were **discharged** from their ships on **account of illness**

or injuries from which they subsequently died. In the case of Phthisis among British sailors on British ships, in the great majority of cases the disease becomes recognised subsequent to their discharge. This applies to other chronic diseases, although the disability may be associated with their occupation. Many seamen who contract such diseases take up less strenuous employment, others leave their vessels owing to indifferent health, and subsequently die ashore.

From a perusal of the cases of Tuberculosis among seamen which are reported on arrival of British vessels at home ports, it would appear that not more than 10% of the deaths of seamen from Tuberculosis are included in the Board of Trade returns. The Board of Trade returns which show that Tuberculosis is far less fatal among seamen is therefore grossly misleading.

According to the Board of Trade returns, the death rate among Lascar seamen from Phthisis during a series of years was four times greater than it was among British seamen, and those figures were considered by the Board of Trade to be "sufficiently accurate to be of use when questions arise relating to the origin or prevalence amongst seamen of particular maladies." Yet the space for living and sleeping required by Lascars is only 72 cubic feet per man.

When we consider the habits of Lascars and the dark and cramped accommodation often provided for them, this matter should receive serious consideration. On a British vessel recently at Newport, some of the smaller cabins for Lascars had no portholes, and the only means of lighting them was by artificial light, whilst the lighting of the greater part of the common sleeping quarters were equally defective. The vessel had, however, twice passed the survey of the Board of Trade in other ports in spite of the requirements of the Board of Trade Instructions to Surveyors re lighting of crew spaces.

The time is long overdue for a thorough revision of (1) the standard of requirements of the Board of Trade re crews' quarters and (2) the sickness and mortality statistics of seamen, for neither diseases prevalent in the Mercantile Marine Service, nor the insanitary conditions under which they pursue their dangerous employment, have so far unfortunately received the serious attention of the Government Department entrusted with the physical welfare of seamen.

Articles have recently appeared in "The Lancet," by Fleet Surgeon Home (retired), etc.

Comparing the death rate among seamen with those engaged at other occupations, unfortunately accurate information on the subject is not available. The only returns available in reference to seamen are those published by the Board of Trade, and their usefulness for comparative purposes has been seriously criticised owing to the incompleteness of the information available. For instance, the death rates from Tuberculosis in the table for 1921 were as follows: British seamen, .15 per 1000; Foreign, .19; Lascars, .62; Navy, .28, and in the Army, .24.

During 1914, I made careful enquiries into the matter, and came to the conclusion that the death rates from Tuberculosis were hopelessly underestimated.

During the five years, 1908-12, 147 cases of Tuberculosis were reported on board the vessels arriving at a Bristol Channel port, and in addition to these, 14 men had died at their posts from the disease. The great majority of the 147 cases would leave the service owing to ill-health and the Board of Trade would have no further interest in the matter, consequently they would be included in the Registrar-General's Returns for England and Wales, and not in the Board of Trade returns for seamen, which only includes **bona-fide** seamen who died at sea and those who were **discharged** from their ships on account of illness or injuries from which they subsequently died. It could not include those who left their vessels voluntarily on the completion of a voyage, whilst Foreigners and Lascars serving on British ships, who were discharged abroad and who subsequently die, are also not included in the Board of Trade returns.

It is quite evident therefore that the death rates given in the Board of Trade returns are by no means over-estimated. If the Health returns for the Navy for 1921 are compared with the Board of Trade returns for seamen, the mortality among seamen from disease is found to be 50% higher than among Naval men, whilst the death rates from accidents are more than three times higher in the Merchant Service than in the Navy.

The subject should be carefully investigated in order to obtain more accurate statistics and the removal as far as practicable of those conditions which seriously affect the health of seamen.

For instance, the Board of Trade returns show that Tuberculosis is four times more fatal among Lascars than among British seamen. The minimum space for Lascars per head is only 72 cubic feet, consequently they necessarily come into very close contact

with each other, and on some vessels only electric light is available for lighting some of the living rooms, consequently the beneficial effects of sunlight are unavailable. It is therefore of prime importance to ascertain whether those death rates are accurate, and if so, whether those unfavourable conditions are partly responsible for the higher incidence of Tuberculosis among Lascars.

DISEASES & ACCIDENTS ON VESSELS ARRIVING AT NEWPORT, 1924.

The 1923 figures are in brackets.

1. During the voyage and reported on arrival.

Accidents, 19 (35), Observation cases, 4 (6), Tonsillitis, 1 (5), Influenza, 4 (11), Diarrhœa, 0 (1), Diseases of Nervous System, 2, (2) Venereal Diseases, 5 (18), Respiratory Diseases, 9 (18), Appendicitis 3 (2), Gastritis, 1 (5), Haemorrhoids 0 (2), Renal Diseases, 0 (2), Dysentery, 0 (6), Rheumatism, 0 (7), Feverish Colds, 1 (0), Septic Poisoning, 2 (7), Beri Beri, 1 (0), Ill defined causes, 4 (6), Total 54.

2. After arrival.

Accidents, 28 (25), Feverish Colds, 28 (18), Tonsillitis, 4 (5), Influenza, 15 (9), Respiratory Diseases, 11 (12), Septic Diseases, 10 (5), Diarrhœa, 0 (1), Diseases of Nervous System, 2 (2), Venereal Diseases, 11 (12), Malaria, 4 (1), Renal Diseases, 1 (3), Rheumatism, 6 (0), Gastritis, 1 (3), Appendicitis, 1 (1), other Diseases, 5, Total, 127.

The following Infectious Diseases occurred on vessels visiting Newport during the voyage or after arrival:—Typhoid Fever 5, Tuberculosis 2, Dysentery 2, Chicken Pox 3, Pneumonia 7, Total 19.

15 cases of sickness, etc. were removed to Hospitals at Newport from vessels, viz.:—Royal Gwent Hospital 6, Woolston House 4, Nursing Homes 1, Cefn Hospital 2, Alltyn Hospital 2.

19 Deaths occurred on vessels during their voyages to Newport: (Accidents 3, Heart Failure 4, Apoplexy 2, Drowning 4, Pneumonia 3, Nephritis 1, Asthma 1 and Dropsy 1).

VENEREAL DISEASES.

Dr. Ingram, the Medical Officer in charge of the Venereal Diseases Clinic, has supplied me with the following particulars *re* the treatment of seamen:—

New patients:—British subjects (white) 84; coloured, 17. Total, 101.

Foreigners, 74; comprising 24 Scandinavians, 17 Maltese, 10 Greeks, 5 Spaniards, 4 Dutch, 3 Jugo Slavians, 2 Esthonians, and one each German, Italian, Hungarian, Belgian, Russian, Japanese, Serbian, American, Arab.

DERATISATION.

43 vessels were specially inspected for the presence of rats. On fifteen vessels 934 rats were found after thorough search, fumigation, trapping and baiting. 26 certificates were issued to masters of vessels proceeding to Spanish and other ports, certifying the absence of rats on the vessels. Seven vessels were fumigated under the supervision of the Medical Officer of Health.

The bodies of two rats from aboard ships from Foreign were submitted for examination for the presence of Plague with negative results, but both showed a B. Coli Septicæmia.

The amount received for deratisation of vessels amounted to £39 18s. 5d., and £27 6s. od. was received for certificates issued by the Medical Officer of Health to masters of vessels bound for Spanish and other ports.

The ratcatcher employed by the Port Sanitary Authority has in addition paid special attention to the neighbourhood of the docks, wharves, river banks, and warehouses, and refuse tips near the docks for the purpose of reducing the rat population. There has been a very marked reduction in the number of rats in the port.

97,700 (74,120) Poison Baits were laid; fumigation, traps and rat lime, dogs and ferrets were also utilised for this work. 6,583 (5,488) dead rats were found as a result of these efforts. The figures in brackets refer to 1923.

I wish again to thank the Collector of Customs and his "Preventive" Staff, and the Clerk of the Pilotage Board for affording prompt and valuable assistance at all times in carrying out the Regulations, and to Inspector Jenkins and his Assistant, for their conscientious attention to their duties.

I have the honour to be,

Your obedient Servant,

J. HOWARD JONES,

Medical Officer of Health.

TABLE shewing Method used to destroy Rats and Results.

	No. of Baits laid	By Poison, Baits and Rat Lime				Traps				Ferrets				Fumigation				Total Destroyed (Bodies discovered)			
		Brown		Black		Brown		Black		Brown		Black		Brown		Black		Brown		Black	
		M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
1st Quarter	28500	476	1263	27	63	3	8	20	44	—	—	—	—	4	11	33	101	483	1282	80	208
2nd Quarter	29300	507	1193	8	24	1	3	—	—	—	—	—	—	—	—	21	38	508	1196	29	62
3rd Quarter	23900	367	841	44	112	—	1	16	29	—	—	—	—	—	—	42	136	367	842	102	277
4th Quarter	16000	240	575	7	17	3	5	10	18	—	99	—	—	—	—	42	84	290	679	59	119
T'tls for 1924	97700	1590	3872	86	216	7	17	46	91	—	99	—	—	4	11	138	359	1648	3999	270	666
T'tls for 1923	74120	1331	3210	101	297	6	21	28	80	8	241	4	—	—	—	—	—	1458	3472	133	385

6583
5448

TABLE shewing the No. of Baits laid Ashore and on Vessels and Dead Rats discovered during each month of the year 1924.

Month	No. of Baits laid On Total V'sls Ash're		NUMBER OF DEAD RATS DISCOVERED.												Total Number of Rats discovered
			On Vessels						On Shore						
			Black			Brown			Black			Brown			
			M	F	Total	M	F	Total	M	F	Total	M	F	Total	
January	9800	400	9400	38	83	121	—	—	—	—	—	—	152	393	545
February	9300	600	8700	9	24	33	—	—	—	—	—	—	169	438	607
March	9400	—	9400	33	101	134	7	18	25	—	—	—	155	433	588
April	10100	—	10100	5	17	22	—	—	—	—	6	4	179	472	651
May	8600	—	8600	19	32	51	—	—	—	—	4	3	155	334	489
June	10600	—	10600	—	—	—	—	—	—	—	8	6	174	390	564
July	7300	—	7300	58	158	216	—	—	—	—	—	—	119	243	362
August	7900	775	7125	30	106	136	—	—	—	—	—	—	158	372	530
September	8700	300	8400	5	13	18	—	—	—	—	—	—	99	227	326
October	3900	—	3900	26	59	85	—	—	—	—	—	—	142	329	471
November	4500	—	4500	1	—	1	—	—	—	—	—	—	37	105	142
December	7600	500	7100	32	60	92	—	—	—	—	—	—	111	245	356
Totals 1924	97700	2575	95125	256	653	909	7	18	25	18	13	5	1650	3981	5631
Totals 1923	74120	1450	72670	64	126	190	—	—	—	328	247	81	1458	3472	4930

TABLE II.

Vessels inspected under the Cholera, Yellow Fever and Plague Regulations, 1907, of the Local Government Board.

Date	Vessel	Nation	Whence	Where Inspected	Remarks
1924					
Jan. 3rd	City of Lincoln	British	Colombo, via Suez Marseilles, London, Rotterdam and Hamburg	Alex. Dk.	All well
3rd	Maringo	Greek	Piraeus, via Bona and Liverpool	Do.	All well, see Table IIIa.
15th	Waimate	British	Suez, via London, Antwerp, Imm'gham and Avonmouth	Do.	All well
15th	Tajiamar Maru	Japanese	Colombo, via Suez, L'pool & Glasgow	Do.	do.
15th	Ravenshoe	British	Alexandria via Hull	Do.	do.
16th	Bulla	British	Alexandria via London and Swansea	Do.	do.
16th	Glaucus	British	Colombo via Suez, Hamburg, R'terdam and London	Do.	do.
21st	Llangorse	British	Rio de Janerio via Middlesborough	Do.	do.
23rd	Malakand	British	Calcutta via Suez, London, Leith, Dundee, Glasgow and London	Do.	do.
26th	City of Madrid	British	Colombo via Suez and London	Do.	do.
29th	Ryburn	British	Suez via London	Do.	do.
29th	Tredenham	British	Suez via Hamburg, Antwerp, Cardiff and Avonmouth	Do.	do.
Feb. 4th	Clan Mackenzie	British	Suez via Dunkirque London, Hull, Ham- burg & Avonmouth	Do.	All well, see Tbl. III. & IIIa
5th	Clan Buchanan	British	Indian Coast via Suez and London	Do.	All well, see Table IIIa.
12th	Chertsey	British	Kassier via Suez and Santandare	Tredeggar Dry Dk.	All well
14th	Dongarra	British	Alexandria via Naples, Marseilles & Sw'sea	Alex. Dk.	do.
18th	Banffshire	British	East via Suez, Man- chester, Dublin and Avonmouth	Do.	All well, see Tbl. III. & IIIa
19th	Dakar Maru	Japanese	East via Suez, Mar- seilles, Genoa, Valencia & L'pool	Do.	All well
25th	City	British	Lisbon	Do.	do.

TABLE II.—continued.

Date	Vessel	Nation	Whence	Where Inspected	Remarks
1924					
27th	Clan Ranald	British	Indian Coast via Suez, London & D'kirque	Alex. Dk.	All well
Mar. 4th	Clan Macfadyen	British	Chittagong via Suez, London, Dundee and Avonmouth	Do.	All well, see Table III.
5th	Massilia	British	Bombay via Suez, Marseilles & L'pool	Do.	All well
7th	Kandahar	British	East via Suez, L'don, Hull, Antwerp and Swansea	Do.	All well, see Table III.
7th	Autolycus	British	East via Suez, L'don, Hamburg, R'terdam and Swansea	Do.	All well
13th	Boonah	British	Alexandria via Antw'p London & Swansea	Do.	do.
14th	Treworlas	British	East via Suez, Antw'p Liverpool & Sw'sea	Do.	do.
24th	Molesey	British	East via Suez and Birkenhead	Do.	do.
25th	Tottori Maru	Japanese	East via Suez, Marseilles & Liverpool	Do.	do.
26th	Clan Colquhoun	British	Karrachi via Suez, Hamburg, Rotterdam Antwerp, Mid'sbro	Do.	All well, see Table III.
Apr. 14th	Nerbudda	British	Suez via Genoa, Dunkirque, London, Hull, Avonmouth	Do.	All well, see Table III.
16th	Architect	British	Calcutta via Suez, London & L'pool	Do.	All well
17th	Barambah	British	East via Suez, Dunkirque, Hull, London and Swansea	Do.	do.
23rd	Durban Maru	Japanese	Colombo via Suez, Marseilles, L'pool, and Swansea	Do.	do.
23rd	Clan Ogilvy	British	Colombo via Suez, Hamburg & A'mouth	Tredegar Dry Dk.	All well, see Table IIIa.
24th	Talhybaus	British	East via Suez, Marseilles & Liverpool	Alex. Dk.	All well
May 5th	Booral	British	Alexandria via L'don and Swansea	Do.	do.
8th	Mangalore	British	Calcutta via Suez, Rotterdam & H'burg	Do.	do.
14th	Lubeck	German	East via Suez and Hamburg	Do.	do.
16th	Delagoa Maru	Japanese	East via Suez, Marseilles, Valencia, Bilbao & Liverpool	Do.	do.

TABLE II.—continued.

Date	Vessel	Nation	Whence	Where Inspected	Remarks
1924					
19th	Willesden	British	Karrachi via Suez and Avonmouth	Alex. Dk.	All well, see Table IIIa.
19th	Clan Mackinlay	British	Indian Coast via Suez and Hamburg	Tredegar Dry Dk.	All well
22nd	Clan Mackellar	British	Colombo via Suez, London, M'chester and Swansea	Alex. Dk.	All well, see Table III.
27th	Discoverer	British	Calcutta via Suez, L'pool & M'chester	Do.	All well, see Table III.
27th	Boheme	Italian	Karrachi via Suez and Dunkirque	Do.	All well
28th	Clan Macbean	British	Malabar Coast via Suez, London and Hamburg	Do.	All well, see Table III.
June 2nd	Fordsdale	British	East via Suez, L'don and Glasgow	Do.	All well
3rd	Charlbury	British	Karrachi via Suez, Genoa & Hull	Do.	do.
14th	Maria Christina	Portuguese	Lisbon	Do.	do.
18th	Tsushima Maru	Japanese	East via Suez, Marseilles, Barcelona, Valencia, L'pool	Do.	do.
19th	Enid Mary	British	Lisbon	Do.	do.
23rd	Inventor	British	Calcutta via Suez, London, Liverpool and Manchester	Do.	All well, see Table IIIa.
24th	Clan Macnair	British	Indian Coast via Suez, and Liverpool	Do.	All well
26th	Queenmoor	British	Akyab via Suez, Algiers & H'mburg	Do.	do.
July 10th	Teeswood	British	Oporto	Do.	do.
10th	City of Agra	British	Calcutta via Suez, London, Dieppe and Dunkirque	Do.	All well, see Table III.
15th	Stornest	British	Karrachi via Suez, Dieppe, Antwerp and Rotterdam	Do.	All well
18th	Clan Macnaughton	British	Karrachi via Suez, Malta, Gibraltar and Hull	Do.	All well, see Table IIIa.
29th	Eastmoor	British	East via Suez, Barcelona & Antwerp	Do.	All well
Aug. 8th	Kandahar	British	East via Suez, Marseilles, Antwerp and London	Tredegar Dry Dk.	do.
9th	Bellas	Portuguese	Lisbon	Alex. Dk.	do.
15th	Maria Christina	Portuguese	Lisbon	Do.	do.

TABLE II.—continued.

Date	Vessel	Nation	Whence	Where Inspected	Remarks
1924					
18th	Toyohashi Maru	Japanese	East via Suez, Marseilles, Valencia and Liverpool	Alex. Dk.	All well
24th	Carina	British	East via Suez, Malta and Swansea	Do.	All well, see Table III.
27th	Magdapur	British	Calcutta via Suez, London, Hull and Glasgow	Do.	All well
28th	Clan Macwhirter	British	Calcutta via Suez, London, Swansea and Avonmouth	Do.	do.
Sept. 6th	Glynwern	British	Oporto	Do.	do.
8th	Durenda	British	Bombay via Suez, London, Havre, Antwerp, and Falmouth	Do.	do.
9th	Clan Macintyre	British	Bombay via Suez, Antwerp & R'terdam	Do.	do.
12th	Statesman	British	Karrachi via Suez, Gibraltar & Antwerp	Channel Dry Dk.	All well, see Table IIIa.
12th	Ambblestone	British	Karrachi via Suez and Hull	Alex. Dk.	All well
12th	Viator	British	Oporto via Arcachon	Do.	do.
13th	Genoa Maru	Japanese	Colombo via Suez, Marseilles, Barcelona, Valencia and Liverpool	Do.	All well, see Table IIIa.
16th	Snowdon	British	Karrachi via Suez, Gibraltar and Manchester	Do.	All well, see Table IIIa.
24th	Roseden	British	Java via Suez and London	Do.	All well
26th	Abode Mendi	Spanish	Port Said	Do.	All well, see Table IIIa.
Oct. 3rd	Massilia	British	Bombay via Suez, Marseilles & L'pool	Do.	All well
17th	City of Naples	British	East via Suez, Havre, London, Rotterdam, Hamburg & Hull	Do.	do.
20th	Nadana	British	East via Suez, Dunkirk, Antwerp, L'pool & Swansea	Do.	All well, see Table III.
25th	Malancho	British	Calcutta via Suez, London, Hull and Glasgow	Do.	All well
27th	Clan Alpine	British	Calcutta via Suez, London & D'kirque	Do.	All well, see Table IIIa.
30th	Tottori Maru	Japanese	East via Suez, Glasgow & Liverpool	Do.	All well

TABLE II.—continued.

Date		Vessel	Nation	Whence	Where Inspected	Remarks
1924						
Nov.	3rd	Dorset	British	East via Suez, London L'pool & A'mouth	Alex. Dk.	All well
	13th	Nowshera	British	East via Suez, London L'pool & A'mouth	Do.	do.
	17th	Lady Rhondda	British	Lisbon	Do.	do.
	18th	Chiswick Manor	British	Lisbon via Bilbao	Do.	do.
	20th	Clan Mackay	British	East via Suez, London and Antwerp	Do.	do.
	21st	Manordilo	British	Lisbon via Bilbao	Do.	do.
	27th	City of N'castle	British	Bombay via Suez, Marseilles, D'kirque and Antwerp	Do.	All well, see Table III.
Dec.	2nd	Inventor	British	Karrachi via Suez, L'don & Rotterdam	Do.	All well see Table III.
	4th	Knight Companion	British	East via Suez, London Bremen, Hamburg, Hull, Rotterdam	Do.	All well
	8th	Greenwich	British	East via Suez, Gibralt tar & Rotterdam	Do.	do.
	8th	Delagoa Maru	Japanese	East via Suez, V'ncia, Almeria, Liverpool and Glasgow	Do.	do.
	10th	Clan Murdock	British	Malabar Coast via Suez, Marseilles, London & Antwerp	Do.	All well see Tb. III. & IV.
	10th	Chivichiaga	Spanish	Lisbon via Bilbao	E. Vale Whf	All well
	12th	Amersham	British	East via Suez and Birkenhead	Do.	do.
	13th	Llantwit Major	British	Lisbon	Do.	do.
	17th	Torrentero	Spanish	Lisbon via Bilbao	E. Vale Whf	do.
	19th	Daybeam	British	Karrachi via Suez, and Sharpness	Alex. Dk.	do.
	24th	Hatimura	British	East via Suez, London Dundee, Hamburg and Antwerp	Do.	do.
	29th	Peshawur	British	East via Suez, London Hamburg & A'twerp	Do.	do.
	29th	Kabinga	British	East via Suez, London Rotterdam & H'burg	Do.	do.
	30th	City of Agra	British	Calcutta via Suez, London, Dundee, Dunkirque & Sw'sea	Do.	do.

TABLE III.

Vessels visited during stay in Port owing to having non-notifiable sickness on board, the patients being attended by Medical Practitioners engaged by the Master.

Date	Vessel	Nation	Whence	No. of Sick and Remarks
1924				
Jan. 3rd	Clan Macphee	British	Rotterdam	1 Lascar A.B off duty Bronchitis
4th	Laura	Italian	Algiers	3 Boswn. & 2 A.B.'s off duty, former injury, latter colds
7th	Abaris	Italian	Antwerp	1 death, 2nd Engr. died suddenly, heart failure
14th	Francois de Assine	French	Rouen	1 2nd Engr. off duty, Feverish cold.
15th	Algevib	Dutch	Rotterdam	1 Fireman off duty, ditto. removed R.G. Hosp 14-1-24
15th	Commandant Charles Meric	French	Bordeaux	1 Fireman, burns, removed R.G. Hospital 12-1-24
15th	Zaandijk	Dutch	Rotterdam	1 A.B. off duty, injury to leg
15th	Ravenshoe	British	Hull	1 do. do.
15th	Consuelo	Spanish	Ferrol	1 2nd Eng. acute mid ear dis. admitted Bryngwyn N.H.
31st	Alexandre	Belgian	Antwerp	1 Fireman, V.D. attending R.G. Clinic.
Feb. 6th	Clan Mackenzie	British	Avonmouth	1 Lascar Topaz, Pneumonia, removed Wooloston House Infirmary 6-2-24
7th	Clan Buchanan	British	London	2, Chf. Officer; Tonsilitis, Lascar A.B. Orchitis
9th	Songdal	Norwegian	Antwerp	2 Master Influenza, 1 A.B. Rheum. Fever, removed R.G. Hospital 10-2-24
12th	Caennaise	French	Bilbao	1 Fireman off duty, Influenza
13th	Franqueville	French	St. Nazaire	1 A.B. Abscess and cold.
14th	Ramscappelle	Belgian	Antwerp	1 A.B. Feverish Cold
20th	Banffshire	British	Avonmouth	3, 2 Lascar A.B.'s Colds, 1 Fireman Bronchitis
22nd	Sorland	Norwegian	Antwerp	2, Steward and Fireman, Influenza
23rd	Psara	Greek	Nantes	1 A.B. off duty, Fev. Cold
Mar. 1st	Marzo	Spanish	Bilbao	5, Steward, Bronchitis, and 4 Firemen Influenza
4th	Clan Macfadyen	British	Avonmouth	1 Lascar A.B. off duty, Cold
6th	Sabina	Spanish	Castro	1 Cook off duty, accident
7th	Kandahar	British	Swansea	1 A.B. Accident, removed R.G. Hospital, 11-3-24
11th	Gastelu	Spanish	Bilbao	1 Chf. Officer, off duty, Fractured ribs
13th	Kangars	Latvian	Bordeaux	2, Master and Fireman, Influenza

TABLE III.—continued.

Date	Vessel	Nation	Whence	No. of Sick and Remarks
1924				
March 15th	Rufina	Spanish	Hornillo	1 Fireman, Influenza
17th	Citta de Brindisi	Italian	Hornillo	1 Fireman, Influenza
18th	Ainse	French	Antwerp	1 Fireman, Colic
18th	Arraiz	Spanish	Bilbao	2, Chf. Engr. Cold, Fireman injury to hand
18th	Dehreczen	Hungarian	Antwerp	1 A.B. Feverish Cold
26th	Clan Colquhoun	British	Middlesbrough	4, Apprentice and Lascar A.B. Feverish Colds, 2 Lascar Firemen injuries. The Lascar A.B. developed Pneumonia, removed Woolston Infirm. 1-4-24
27th	Albert Kasimir	Finnish	Bayonne	1 Master, Feverish Cold
31st	Chatham	British	Antwerp	1 2nd Officer, Blood Poison'g
April 1st	Afonandria	American	Liverpool	1 A.B. injury to foot
1st	Nariva	British	London	2, Chf. Officer & 5th Engr. Influenza
3rd	Eretza Mendi	Spanish	Sagunto	1 Fireman, Tonsilitis
3rd	Tudor King	British	Birkenhead	1 A.B. Blood Poisoning
5th	Carolina E. de Perez	Spanish	Maryport	1 2nd Engineer Influenza
8th	Neutral	German	Bristol	1 Master, Feverish Cold and Quinsy
9th	Ben Clune	British	Antwerp	2, Firemen, injuries
12th	Apurmac	Peruvian	Liverpool	3, 2 A.B.'s and Mess Boy, inj.
13th	Nerbudda	British	Avonmouth	4, Lascars off duty, colds, etc
17th	Frickoll	Norwegian	Ragavik	1 Ch. Officer, o.d. Lumbago
23rd	Clan Ogilvy	British	Avonmouth	4, Lascar A.B.'s Fev. colds, etc
23rd	Siris	British	Hamburg	1 A.B. Venereal Disease, attending R.G. Clinic
25th	F. W. Fischer	German	Danzig	1 A.B. Rheumatism
May 5th	Gwentland	British	Antwerp	1 Fireman, Rheumatism
13th	Clara	Danish	Nantes	1 Fireman, Tonsilitis
22nd	Clan Mackella	British	Swansea	3 Lascars, 2 A.B.'s 1 F'man Colds, etc.
27th	Discoverer	British	Manchester	1 Chf. Officer, o.d. Chill.
28th	Hop	Norwegian	Danzig	1 Chf. Officer, o.d. Rheu'ism
30th	Carcavellos	Portuguese	Bilbao	1 A.B. o.d. Rheumatism
30th	Clan Macbean	British	Hamburg	1 Lascar Tindal, Bronchial Catarrh
June 4th	Alava	Spanish	Bordeaux	1 Fireman o.d. Bronchitis
21st	Prefet Collignon	French	Nantes	1 Fireman o.d. Kidney Dis.
30th	Edmond Hugo Stinnes	German	Harborg	1 Fireman o.d. Abscess
July 4th	Charalambros	Greek	Hamburg	1 A.B. o.d. Feverish Cold
14th	City of Agra	British	Dunkirque	4, Lascars, 2 Firemen injuries
18th	Pracat	Jugo Slav	Bordeaux	1 A.B. 1 Saloon Boy Abscess
Aug. 11th	Souk Ahras	French	Port Talbot	1 Cook, Malarial Fever
				1 Fireman o.d. injury to knee

TABLE III.—continued.

Date	Vessel	Nation	Whence	No. of Sick and Remarks
1924				
Aug. 22nd	City of London	British	Glasgow	3 Lascars, A.B., Asst. Butcher Chicken Pox, removed Cefn Isolation Hospital, 23-26-8-24, 1 A.B. Pleurisy removed Wooloston Infirm. 24-8-24
24th	Carina	British	Swansea	1 Fireman o.d. Feverish cold
28th	Valnoce	Italian	Sharpness	2 A.B.'s o.d. injuries.
Sept. 2nd	Rhin	French	Bayonne	1 Fireman Enlargd. Testicles admitted R.G. Hospital 2-9-24
10th	Esles	Spanish	Glasgow	1 Fireman, injury to hand, attended R.G. Hospital
16th	Otto Sinding	Norwegian	Nantes	1 A.B. Bronchitis, sent home to Norway
17th	Jacinto Saurez	Spanish	Liverpool	1 Fireman o.d. injury to hand
23rd	Hertha Maersk	Danish	Riga	2 A.B.'s and Fireman Ven. Disease, R.G. Hosp. Clinic
Oct. 7th	Rosenborg	Danish	Heinango	2, Steward Gastritis, F'man Cold
22nd	Geysir	Danish	Bordeaux	1 A.B. o.d. Enlarged Glands
23rd	Nadana	British	Swansea	1 Lascar A.B. ulceration of Intestines
24th	City of Naples	British	Hull	3 Lascars, A.B. Fireman and Cook's Boy, Boils, Cold, inj. to hand respectively
24th	Mariano Cano	Spanish	Algiers	1 A.B. V.D. attending R.G. Clinic
30th	Chivichiaga	Spanish	Bilbao	1 A.B. off duty, Cold
Nov. 7th	Nerbudda	British	London	1 Lascar Topaz, o.d. Malarial Fever
18th	Asuku Maru	Japanese	Glasgow	1 A.B. Appendicitis, removed R.G. Hospital
18th	Angello Brunette	Italian	Rotterdam	1 A.B. o.d. injury to hand.
21st	Ellen	Danish	Sables d'Olone	1 Chf. Officer Enlarg. Glands
26th	Agnes Glover	British	Waterford	1 Master, Stricture
Dec. 1st	City of Newcastle	British	Antwerp	1 Lascar A.B. Fev. Cold
2nd	Inventor	British	Rotterdam	1 Lascar A.B. Ven. Disease, admitted Wooloston Inf.
10th	Clan Murdock	British	Antwerp	2, Lascar A.B. Bronchitis, Saloon Boy, Ven. Disease
11th	Hamlet	Danish	Antwerp	2, Chf. Officer, Rheumatism, Boy, Skin Eruption
12th	Francellon	French	La Pallice	1 Mess Boy, inj. to hand
15th	Trevider	British	Rotterdam	1 3rd Engr. injury to foot
15th	Maindy Priory	British	Bilbao	1 Fireman, inj. to arm
15th	Mercurio	Spanish	Bilbao	1 Fireman, Pleurisy
16th	Jonstaen	Norwegian	Vannes	1 A.B. o.d. injury to hand

TABLE III.—continued.

Date	Vessel	Nation	Whence	No. of Sick and Remarks
1924 Dec. 23rd	Maindy Tower	British	Hennebont	1 A.B. Venereal Disease, attending R.G. Clinic
29th	Jernjeld	Norwegian	Liverpool	1 O.S. Malarial Fever
29th	Tarantia	British	Glasgow	1 2nd Officer, Bronchitis
31st	Hastings	American	Liverpool	2, Fireman, Ague, 1 A.B. Venereal Disease

TABLE IIIa.

Shewing cases of non-notifiable sickness occurring during the voyages, and which were reported on arrival.

Date	Vessel	Nation	Whence	Nature of Sickness and Action taken
1924				
Jan. 3rd	Maringo	Greek	Hornillo	1 Boswn, inj. to leg at sea, attended R.G. Hospital
5th	Asunsion de Larrinaga	Spanish	St. Nazaire	1 Death, Chf. Eng'r at sea Pneumonia, 18-11-23
8th	Essex Baron	British	Hamburg	1 Master landed Hospital, Gibraltar, 8-12-23, Observ. case
15th	Ronda	British	Avonmouth	2 Firemen landed Hospital, Las Palmas, 12-10-23, inj.
17th	Ryde	British	Limerick	1 3rd Eng'r landed Hospital Rosario, 7-11-23, fract. leg
18th	Irene Maria	Danish	Bordeaux	1 Fireman landed Hospital, Bordeaux, Malarial Fever, 4-1-24
Feb. 4th	Clan Mackenzie	British	Avonmouth	1 Lascar Fireman landed Hospital, Hull, 15-1-24, Pneumonia
5th	Clan Buchanan	British	London	1 Lascar Fireman landed Hosp. Port Said, 24-12-23 General Debility
7th	Leuftnt Le Mounier	French	St. Brieux	1 A.B. Fluid on knee, treatment, St. Brieux
18th	Banffshire	British	Avonmouth	1 Lascar Fireman, Burns, landed Hosp., Eastham
18th	Sabor	British	Liverpool	3, A.B. landed Hospital, Pernambuco 20-11-23, Phthisis Fireman landed Hospital, Bahia, 8-1-24, Ven. Disease Fireman landed Hospital, Havre, 1-2-24, Ven. Disease
20th	Sicilia	Finnish	London	1 Fireman landed Hospital, London, 6-2-24, Nerv. Deb.
27th	Bolivia	French	Lorient	4, 3 A.B.'s 1 Fireman off duty on arrival, Influenza
28th	Capitaine Preur	French	Cardiff	1 Fireman landed Hospital, Cardiff, 27-2-24, Bronchitis
28th	Kopolna	Norwegian	Bordeaux	1 A.B. landed Hospital Bordeaux, 13-2-24, injuries
Mar. 3rd	Petersham	British	Horsens	1 Death, A.B. Heart Failure, Odessa
4th	Maindy Grange	British	Antwerp	1 Death, Fireman, at sea, Pneumonia, 6-2-24
15th	Kent	British	London	1 Death, A.B. Accidental, Wellington, N.Z.

TABLE IIIa.—continued.

Date	Vessel	Nation	Whence	Nature of Sickness and Action taken
1924				
28th	Baltic	Swedish	Cork	2, A.B. landed Hospital, Durban, 4-2-24, ulc. stomach, 1 Fireman, do. Syphilis 1 Death at sea, Deck Boy, Apoplexy, 4-1-24
28th	Nevada	Danish	Copenhagen	1 Death, A.B. Accidental, New York, 15-2-24
Apr. 3rd	Heberdale	British	Tunis	1 Cook landed Hospital, Tunis, 20-3-24, Appendicitis
4th	Mirach	Dutch	Birkenhead	1 A.B. do. Rosario, 12-2-24, Abscess
9th	Inge Maersk	Danish	London	1 do. do. London, 3-4-24 Injuries
11th	Citos	Swedish	Havre	1 do. do. Gibraltar, 25-2-24 Venereal Disease
23rd	Clan Ogilvy	British	Avonmouth	1 Death, Lascar A.B. Heart Failure, 18-4-24
24th	Airway	British	Liverpool	1 A.B. landed Hospital, Cuba 25-2-24, Accident
30th	Doris	British	Hamburg	1 A.B. do. Casa Blanca, 6-4-24,, Eczema
May 5th	Crosshill	British	Hamburg	1 A.B. do. Buenos Aires 8-3-24, Appendicitis
10th	Mortlake	British	Rotterdam	1 A.B. do. Rotterdam, 1-5-24 Accident
15th	Oakland Grange	British	London	1 A.B. Fractured leg, landed Hosp. Las Palmas accident
19th	Willesden	British	Avonmouth	1 Mess Boy, landed Hospital Port Said, 14-3-24, Asthma
29th	Westhope	British	Rotterdam	1 A.B. landed Hospital, B'nos Aires, Mal. Fever, 3-4-24
June 16th	Akenside	British	Plymouth	1 Death, A.B. accidentally Drowned, Dantzig, 25-5-24
18th	Maindy Manor	British	Cardiff	1 2nd Eng'r landed Hospital Monte Video, 24-4-24, Accident
23rd	Inventor	British	Manchester	1 Lascar, Bandari, landed Hospital, London, 28-5-24 Observation case
July 2nd	Tilberton	British	Cardiff	1 Apprentice, Accident, landed Hospital, Bahia Blanca, 6-5-24
9th	Argyllshire	British	Glasgow	1 Death at sea, Ship Surg'n Heat Apoplexy, 22-4-24
14th	Grelbank	British	Genoa	1 Apprentice, landed Hosp., Buenos Aires, 6-5-24, Tonsilitis

TABLE IIIa.—continued.

Date	Vessel	Nation	Whence	Nature of Sickness and Action taken
July 14th	Eleveen	British	Antwerp	2, Donkeyman and Fireman off duty on arrival, former from effects of dog bite, attended R.G. Hospital, latter from Gastritis, left for home
14th	Katingo	Greek	Bilbao	1 Fireman V.D. attended R.G. Clinic
18th	Clan Macnaughton	British	Hull	1 Lascar A.B. Malarial Fev. landed Hosp., Karrachi, 26-6-24
27th	Eastmoor	British	Antwerp	1 Fireman landed Hospital, Malta, Injuries
Aug. 6th	American Transport	British	Liverpool	1 Death, Fireman, accident'y drowned at Liv'pool 23-7-24
11th	Reading	British	Dunkirque	1 Cook, landed Hospital, Rio de Janeiro, Injuries
20th	Burdale	British	Hull	2, A.B. do. Bahia Blanca, 3-4-24, Bronchitis. Asst. Steward, landed Hospital Rosario, 14-6-24, Congest. of lungs
20th	Llantwit Major	British	Bilbao	3 A.B.'s off duty Malar. Fev. on passage from Brindisi, all recovered and completed voyage
22nd	City of London	British	Glasgow	1 Death at sea, Deck Sarang, Pneumonia, 15-4-24 1 Asst. Baker, Chicken Pox landed Hospital, Glasgow 8-8-24
Sept. 2nd	Ayrshire	British	Rotterdam	1 Lascar Fireman off duty on passage, Pneumonia, recov. and resumed duties
6th	Alpha	Danish	Manchester	1 Asst. Steward, Malar. Fev. landed Hospital, Galatz, 30-7-24
12th	Statesman	British	Antwerp	2 Lascars, A.B. & Fireman, landed Hospital Gibraltar, 11-8-24, Dysentery & Accid. respectively
13th	Genoa Maru	Japanese	Liverpool	1 Death at sea, Bos'wn, Nephritis, 10-7-24 1 Asst. Steward, Beri Beri, landed Hospital, Liverpool 4-9-24
16th	Snowdon	British	Manchester	1 A.B. Malar. Fever, landed Hospital, Batavia, 31-5-24

TABLE IIIa.—continued.

Date	Vessel	Nation	Whence	Nature of Sickness and Action taken
Sept. 24th	Kangas	Latvian	Antwerp	1 death at sea, Master, Asthma and Heart Disease, 7-9-24
24th	Zapala	British	Dunkirque	1 Death, 2nd Officer Heart Failure, Buenos Aires, 9-8-24
25th	Arola Mendi	Spanish	Alexandria	1 Chf. Officer landed hospital Alexandria, 11-9-24, Appendicitis
26th	Adoda Mendi	Spanish	Port Said	1 Fireman landed Hospital, Port Said, Accident, 11-9-24
29th	Berwickshire	British	Avonmouth	1 Lascar A.B. landed Hosp., Avonmouth, Pneumonia 2-9-24
Oct. 3rd	Pacific Transp't	British	London	1 Apprentice landed Hospital Buenos Aires, Accident
15th	Somme	British	Southampton	1 Death at sea, Fireman accidentally killed in engine room, 14-19-24, corpse landed on arrival at N'port
17th	Llangorse	British	Rotterdam	1 W. Op. landed Hospital, Madeira, Meningitis 26-9-24
17th	Clan Alpine	British	Dunkirque	2 Deaths Native Cook Dropsy Hong Kong, 30-6-24, Carpenter, accidentally drwnd Calcutta, 2-8-24. 1 A.B. landed Hospital, Colombo, 11-6-24, mentally affected
25th	Boorara	British	Swansea	2, A.B. Injury, Fireman, cold Swansea
Dec. 1st	Danegaerd	Danish	Nantes	1 A.B. off duty on arrival, Abscess
15th	Mercurio	Spanish	Bilbao	1 Fireman do. Pleurisy
24th	Blackheath	British	Rotterdam	1 Chf. Officer landed Hospital Leves, Canada, 9-10-24, Congestion of Lungs
29th	Jernfjeld	Norwegian	Liverpool	4, 3 Firemen, 1 A.B. landed Hospital, Valencia, 1-12-24 Malarial Fever
30th	Siris	British	Hamburg	1 A.B. landed Hospital, Rio Grande, Observation case, 24-10-24
				1 Fireman missing 26-11-24, at sea, presumed suicide

TABLE IV.

List of Vessels which had cases of Infectious Diseases on board during voyage, or after arrival in Newport.

Date	Vessel	Nation	Whence	Nature of Sickness and Action taken
1924 Jan. 7th	Enrichetta	Italian	Portishead	1 Fireman landed Hospital, Portishead, enteric fever, quarters and effects fumigated.
24th	Oakland Grange	British	Antwerp	1 3rd Officer landed Hospital Buenos Aires, 7-11-23, Typhoid Fever, quarters and effects disinfected, bedding destroyed, fresh water tanks emptied and cleansed
Sept. 12th	Sidi Mabrouk	French	Rouen	1 Cook Tuberculosis, sent home to St. Malo, 11-9-24 bedding destroyed, qtrs disinfected and cleansed
Nov. 6th	Nerbudda	British	London	1 Lascar Fireman, Tuberculosis, landed Hospital, London, 11-10-24
10th	Hermod	Danish	Antwerp	2, 1st and 2nd Officers off duty on arrival, admitted to R.G. Hosp. & Woolston House respectively, disease later diagnosed as Typh. Fever, both were subsequently removed to Allt-yr-yn Hospital
24th	Uskside	British	Algiers	1 A.B. Dysentery, landed Hospital, Algiers, 12-11-24
Dec. 10th	Clan Murdock	British	Antwerp	1 2nd Officer, left Hospital, Cochin, Typhoid Fever, 5-10-24, quarters disinfect. fresh water tanks emptied and cleansed.

INSPECTOR'S REPORT, 1924.

Port Sanitary Offices,

Town Hall, Newport.

To the Chairman and Members of The Port Sanitary Committee.

Gentlemen,

I beg to submit to you my Annual Report for the year 1924, on the following subjects:—

- I.—The Inspection of Vessels.
- II.—The Administration of the Board of Agriculture “Landing of Dogs Order.”
- III.—Foreign Animals Order.
- IV.—Public Health (Foreign Meat and Unsound Food) Regulations.
- V.—Vessels from Cholera, Plague, and Yellow Fever Infected Areas.

INSPECTION OF VESSELS.

The duties are carried out under the provisions of the Public Health Act, 1875, which enacts that a ship when in the district of a Local Authority, shall be dealt with as a house within the district (Section 110). The requirements attended to include cleanliness, light, and ventilation of living spaces. The provision of clean and suitable vessels for water supply. The provision of clean and suitable storerooms and lockers for provisions. Repairs of dilapidations, removal of effluvia from chain lockers, peaks, holds, limbers, bilges, and water closets, and the cleansing and removal of refuse.

Amongst the structural defects found were the following:—

Insufficient lighting and ventilation of crew's quarters. The system of lighting is quite inadequate, and is rendered more so by the placing of bunks two deep against the ship's sides, and thereby obstructing free access of the insufficient light provided to all parts of living spaces. Also by the use of dark colour paint instead of white paint, when painting the spaces out.

Insufficient table and seating accommodation in crew's quarters.

Insufficient storage for food, this applies especially to weekly boats, where each member of the crew provide their own provisions.

Defective or badly constructed "wood cable casings" passing through or adjoining living spaces, in place of "gas tight pipes."

Hatchways in floors of men's quarters, leading to peaks, stores, and chain lockers, by reason of which ship's gear, stores, etc., has to be taken through the men's quarters.

Dampness, caused by condensation of moisture on bare iron surfaces, from leakage through decks, side ports, and hawse pipes, or drainage from cable lockers on to forecastle floors.

Water closet accommodation adjoining quarters, with doors opening against or directly opposite to entrance of living quarters, or in enclosed alleyways, which are often but imperfectly ventilated, inadequate provision being made for supply of water for the flushing and cleansing of same.

Filthy iron troughs, "in place of round hopper or pedestal pans" with direct outlet through ship's side, having no arrangement, such as storm valves, to prevent the backwash of contents, thus fouling the unfortunate users in rough weather.

In some instances these troughs have seating accommodation for three or four men, without the least pretence to privacy; in other cases these troughs have no seating, only just a strip of quartering (wood) running full length on front edge of trough.

During the year, 2428 vessels were inspected, of these 1506 were British, and 922 were Foreign. 407 vessels were found to have sanitary defects on board. 431 revisits were made, to see that notices had been complied with, visits were also made to vessels having cases of sickness on board, and to those arriving from infected areas.

No. of vessels inspected, Foreign and Coastwise:—

		No.		No.		No.
Foreign :—		Inspected		Defective		Notices
Steamships	..	1357	...	304	...	304
Sailing Vessels	..	5	...	1	...	1
		<hr/> 1362	...	<hr/> 305	...	<hr/> 305
Coastwise :—						
Steamships	...	957	...	101	...	101
Sailing Vessels	...	109	...	1	...	1
		<hr/> 1066	...	<hr/> 102	...	<hr/> 102
		<hr/> 2428	...	<hr/> 407	...	<hr/> 407

Nationality and number of vessels inspected:—

Nationality	No. Inspected	No. of vessels with San. Defects		
American	...	3	...	—
British	...	1506	...	192
Belgian	...	81	...	9
Danish	...	57	...	6
Dutch	...	27	...	4
Danzig	...	1	...	—
Esthonian	...	1	...	—
French	...	284	...	50
Finnish	...	3	...	—
German	...	31	...	4
Greek	...	52	...	26
Hungarian	...	3	...	1
Italian	...	39	...	13
Japanese	...	10	...	3
Jugo Slav	...	4	...	2
Latvian	...	5	...	2
Norwegian	...	146	...	30
Portuguese	...	5	...	1
Peruvian	...	2	...	1
Russian	...	2	...	1
Swedish	...	24	...	2
Spanish	...	142	...	60
		<hr/>		<hr/>
		2428	...	407

The following were the nuisances and defects dealt with:—

- 147 vessels with dirty forecastles and berths, &c.
- 118 vessels with defective lights and ventilators.
- 72 vessels with defective stoves and heating apparatus.
- 17 vessels with defective cable casings passing through living spaces.
- 7 vessels with defective hawse pipes passing through living spaces.
- 4 vessels with defective scupper pipes passing through W.C.'s adjoining living spaces.
- 23 vessels with defective leaky decks.
- 3 vessels with defective flooring.
- 6 vessels with defective food lockers.
- 8 vessels with insufficient table and seating in forecastles.
- 5 vessels with defective bulkheads between living spaces, water closets, lockers, or stores.
- 19 vessels with fresh meat, provisions, or stores, in living spaces.
- 10 vessels with defective or dirty fresh water receptacles, or impure water supply.
- 7 vessels with dirty provision stores.
- 14 vessels with stagnant water on or under floors in living spaces.
- 6 vessels with water closets utilised as bo'swain stores, paint, oil, or lamp lockers.
- 6 vessels with damaged or heated grain in limbers, or holds.
- 2 vessels with defective entrance doors to living spaces.
- 22 vessels with defective water closet pans, outgo pipes, or water service.
- 115 vessels with foul water closets.
- 89 vessels with accumulation of refuse on deck.
- 18 vessels with verminous living spaces.
- 1269 dirty or verminous beds were destroyed.

QUAYSIDE NUISANCES.

Nuisance caused by discharge of water closet contents on quay-side from vessels berthed alongside quay.

During the year 52 orders were issued to Officers in charge of vessels to abate nuisances of this nature, and use only those water closets on off side from quay.

IMPORTATION OF DOGS ORDER, 1901.

The number of vessels from Foreign Ports direct, or Coastwise from Foreign, having dogs on board were:—

No. of vessels, 277.

No. of Dogs, 399.

FOREIGN ANIMALS ORDER, 1910.

8 vessels arriving from Foreign or Home Ports, having Animals on board, were visited.

Animals on board:—Pigs, 14. Oxen, 6.

Orders were issued to the Officer in charge for the disinfection and cleansing of all pens and fittings used by the animals on board.

INSPECTION OF IMPORTED FOOD.

Public Health (Unsound Food) Regulations.

ex s/s “Pardo,” from Puerto Cabello (Venezuela),

Frozen Offal.

916 cases Ox Livers	...	55601 lbs.
739 cases Ox Hearts	...	28708 lbs.
461 cases Ox Tails	...	18864 lbs.
831 cases Kidneys	...	19792 lbs.
13 cases Sweetbreads	...	485 lbs.
368 cases Thick Skirts	...	10398 lbs.
110 cases Turtles	...	11862 lbs.
		<hr/>
		145,710 lbs.
		<hr/>

ex s/s “Hillfern.”

Arrived with parcel of Potatoes from Antwerp. The consignment, which consisted of 1249 bags—62 tons, was condemned by M.O.H. as unfit for human consumption.

I am, Gentlemen,

Your obedient Servant,

W. J. JENKINS,
Port Sanitary Inspector.

